



**King County
International Airport
Boeing Field**

Join us at an Open House
to learn more about the
draft construction phasing
alternatives for the runway
rehabilitation project.

WHEN:

Thursday, December 1, 2005
9:00 - 11:00 a.m.

WHERE:

Arrivals Building Lobby
7299 Perimeter Rd S.

SEE YOU THERE!

Runway 13R-31L Rehabilitation Project

Newsletter 2

November 2005

Draft Construction Phasing Alternatives Ready for Review

Thank you to all of you who were able to attend the project open house in late July and have filled out the Tenant Operational Needs Survey. The information generated at the open house and in the surveys has been critical to the development of the draft Phasing Plan.

Since July, we have been busy compiling survey results, completing field investigations, performing preliminary pavement design, and meeting with contractors to discuss construction approaches. Through this process we have prepared several construction phasing alternatives, which are described on the following page. We need your feedback on each

of these alternatives. Join us at an Open House on Thursday, December 1 from 9:00 to 11:00 a.m. A presentation of the construction phasing alternatives will start at 9:15 a.m. After the presentation, there will be time for questions and comments. We look forward to seeing you there!

Please direct comments or questions to Rick Renaud (206-296-7427 or email: rick.renaud@metrokc.gov) no later than December 15, 2005.



Aerial view of King County International Airport

Draft Construction Phasing Alternatives

After compiling the tenant operational profiles and completion of the preliminary design we have evaluated nine construction phasing alternatives for the rehabilitation of Runway 13R/13L as described below.

The principle limiting factor in the time required for construction and returning the runway back into service is the regional ability to produce and deliver asphalt to the Airport. Once the asphalt production capacity exceeds about 750 tons/hour, other factors such as availability of asphalt pavers and required cooling time begin to impact construction times. As a result of these variables we prepared construction phasing alternatives at two different production rates. The first rate of 500 tons/hour is available by several regional contractors. The 750 tons/hour



Paving work at King County International Airport

is only available from a few of the regional contractors and may require the location of a portable asphalt plant in the vicinity of the Airport.

Several other factors will need to be considered before the final phasing alternative is selected including: impacts to airport users, impacts to navigational aids, and construction costs.

Phasing/Construction Alternative		Operational Condition
1.	Nights Only	<ul style="list-style-type: none"> Requires complete runway closures from 20:30 to 04:00 for about 140 nights.
2.	Full and continuous closure 500 tons/hour	<ul style="list-style-type: none"> Requires complete runway closure for about 19 consecutive days.
3.	Full and continuous closure 750 tons/hour	<ul style="list-style-type: none"> Requires complete runway closure for about 14 consecutive days.
4.	Full closures on weekends 500 tons/hour	<ul style="list-style-type: none"> Complete weekend closures starting at 20:30 Friday to 04:00 Monday over about 10 weekends.
5.	Full closures on weekends 750 tons/hour	<ul style="list-style-type: none"> Complete weekend closures starting at 20:30 Friday to 04:00 Monday over about 7 weekends.
6.	Displaced thresholds and full and continuous closures 500 tons/hour	<ul style="list-style-type: none"> Requires 10 days of operating with displaced threshold allowing 6500 feet of active runway – no NAVAIDs. Requires complete runway closure for about 11 continuous days for paving, and 2 weekend days for final paint marking.
7.	Displaced thresholds and full and continuous closures 750 tons/hour	<ul style="list-style-type: none"> Requires 8 days of operating with displaced threshold allowing 6500 feet of active runway – no NAVAIDs. Requires complete runway closure for about 7 continuous days for paving, and 2 weekend days for final paint marking.
8.	Displaced thresholds and weekend full closures 500 tons/hour	<ul style="list-style-type: none"> Requires 10 days of operating with displaced threshold allowing 6500 feet of active runway – no NAVAIDs. Requires 7 weekends of full closure.
9.	Displaced thresholds and weekend full closure. 750 tons/hour	<ul style="list-style-type: none"> Requires 8 days of operating with displaced threshold allowing 6500 feet of active runway – no NAVAIDs. Requires 5 weekends of full closure.

Note: In addition to the daytime closures described, alternatives #2-9 will also require 45 nights of full closure (from 21:00 to 04:00) to perform runway grooving.

Project Background

King County International Airport's (KCIA's) primary runway experienced damage during the 2001 Nisqually Earthquake. The settlement and pavement deterioration, if not addressed, would require maintenance repairs with increasing frequency and potentially increased runway and operational restrictions. On May 13, 2005, KCIA received an FAA funding commitment for part of the rehabilitation cost.

This project includes rehabilitation of KCIA's primary runway (Runway 13R-31L) and Bravo Taxiway. The first project phase is rehabilitation of Runway 13R-31L, scheduled for construction in summer 2006. Phase 1 rehabilitation will overlay the existing runway, install edge drains, and groove and mark the new pavement. Phase 2, the Bravo Taxiway, includes rehabilitation of connecting taxiways, installing edge drains, re-grading of

the taxiway safety areas and marking of the new pavement. Phase 2 work is scheduled for summer 2007.

Project Schedule

The table below shows the anticipated Phase 1 project schedule. Phase 2 construction will be addressed next year and is not included in this schedule.

[illegible]

Runway 13R-31L Rehabilitation Project

How We Will Communicate With You:

Newsletters: Newsletters will be mailed periodically throughout the project.

Open Houses: We look forward to seeing you at the Open House on December 1, 2005.

Individual Meetings: To schedule a meeting with project staff, contact either Rita Creighton or Kristin Anderson at the numbers listed below.

Airport Roundtable: We will periodically present progress overviews at the KCIA Roundtable meetings.

Construction Flyers: Once construction gets under way, we will provide frequent construction notices via email and fax.

Website: For weekly project updates, check our website: www.metrokc.gov/airport/

Contact Information: Rita Creighton, 206-296-7431, rita.creighton@metrokc.gov
Kristin Anderson, 206-269-0229 ext.16, kristin@na-company.com

To be removed from our mailing list, call Rita Creighton at 206-296-7431

King County International Airport
Attn: Rita Creighton
P.O. Box 80245
Seattle, WA 98108



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